

**IN THE CLAIMS**

Please cancel claims 1-7 and add the attached new claims 8-14.

**REMARKS**

Prior to a formal examination of the above-identified application, acceptance of the new claims and the enclosed substitute specification (under 37 CFR 1.125) is respectfully requested. It is believed that the substitute specification and the new claims will facilitate processing of the application in accordance with M.P.E.P. 608.01(q). The substitute specification and the new claims are in compliance with 37 CFR 1.52 (a and b) and, while making no substantive changes, are submitted to conform this case to the formal requirements and long-established formal standards of U.S. Patent Office practice, and to provide improved idiom and better grammatical form.

The enclosed substitute specification is presented herein in both marked-up and clean versions.

**STATEMENT**

The undersigned, an agent registered to practice before the Office, hereby states that the enclosed substitute specification includes the same changes as are indicated in the marked-up copy of the original specification. It does not contain new subject matter.

Respectfully submitted,



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**Claims**

1-7. Canceled

8. (New) A method for detecting longitudinal and lateral acceleration of a vehicle, the method comprising:  
  
providing two sensor components that are aligned in a substantially perpendicular manner in relation to each other; and  
  
determining acceleration using the at least two sensors components, wherein the acceleration has components having an angle ranging between 10° and 80° relative to a direction of longitudinal movement of the vehicle.
9. (New) The method according to claim 8, wherein at least one of the acceleration components is determined at an angle approximately 45° relative to the direction of longitudinal movement of the vehicle.
10. (New) The method according to claim 8 further comprising:  
  
comparing an expected longitudinal acceleration and the determined acceleration components to determine an actual longitudinal acceleration and an appearing lateral acceleration.
11. (New) A method for controlling a steering movement of a vehicle, the method comprising:  
  
determining lateral acceleration of the vehicle; and  
  
controlling steering movement based on the determined lateral acceleration, wherein the lateral acceleration is determined by taking into consideration acceleration components, with the acceleration components having an angle ranging between 10° and 80° in relation to a direction of longitudinal movement of the vehicle.
12. (New) A method for preventing a vehicle at standstill from rolling away

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inadvertently, the method comprising:

detecting a speed of the vehicle;

determining a longitudinal acceleration of the vehicle; and

maintaining a brake pressure in wheel brake cylinders as a roll-away prevention based on the detected speed of the vehicle, wherein a brake force is controlled depending on the longitudinal acceleration of the vehicle and the longitudinal acceleration is determined taking into consideration acceleration components, with the acceleration components having an angle ranging between 10° and 80° in relation to a direction of longitudinal movement of the vehicle.

13. (New) A device for detecting a longitudinal and a lateral acceleration of a vehicle, the device comprising:

at least two sensors that are aligned in a substantially perpendicular manner in relation to each other; and

an evaluation unit, wherein the at least two sensors are aligned so that a sensing direction has an angle ranging between 10° and 80° relative to a direction of longitudinal movement of the vehicle.

14. (New) The device according to claim 13, wherein the sensors are aligned so that the sensing direction has an angle of roughly 45° relative to the direction of longitudinal movement of the vehicle.